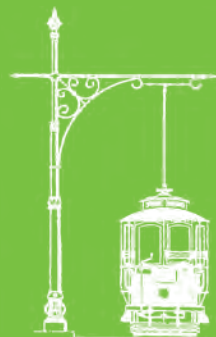


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- Christchurch Extension Opened

# TROLLEY WIRE

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*Howard Collins OBE, CE Sydney Trains, displays the  
gold reverser key before taking the Sydney Tramway  
Museum's L/P 154 on its 50th anniversary of electric  
operation commemoration run on 15 March 2015.*

Martin Pinches

Front Cover:

*Dunedin 11 turns out of Colombo Street, Christchurch on 18 February, about to make a left turn to bring it back  
onto the original tram route. The handsome building in the background is the former Chief Post Office.*

Glen Anthony

# BALLARAT'S TRAMS AND TRAMWAYMEN DURING THE GREAT WAR 1914 TO 1918

By Alan Bradley

*The author acknowledges the assistance of Peter Waugh (Ballarat Tramway Museum) and Ms Kristine Morgan (Administration Manager, Ballarat RSL Sub-Branch) in the researching of this article.*

## Prelude

2014 is the Centenary of “The Great War” (now known as World War 1), which led to great loss of life, and changed the face of the world as it was then. Even distant Ballarat, far from the conflict zone, was affected by the changes.

In 1914 Ballarat was the largest inland city in Australia, and was two hours by train from Melbourne, which hosted the Federal Parliament. Ballarat had two daily newspapers, the “Star” and the “Courier”, as well as the union paper, the “Ballarat Evening Echo”. It had an electric tram service. All lines ran for part of their length along Sturt Street, regarded by many as the finest boulevard in Australia.

Early in 1914 there was no hint of the coming conflict. The Electric Supply Company of Victoria (ESCo), the operator of electric supply and tramways in Ballarat and Bendigo, had plenty to do. In the previous year, 1913, the ESCo had extended electricity services to Sebastopol in the independent Borough of Sebastopol, to the south of Ballarat. Three new crossbench trams had been brought into service, just in time for the opening of the Sebastopol electric tram service, which had replaced the horse tram service.

For several years the Ballarat Council had complained regularly when trams were taken off other lines for Gardens traffic during the holiday period. There were not enough trams to maintain full services, but the three new trams seemed to make the difference. In January 1914 the Ballarat Council thanked the ESCo for the service provided during the holiday season.<sup>1</sup>

Visiting councillors were still hosted in a special tram, often with carpet on the floor and cushions on the seats. On 11 March 1914 the Mayor and Councillors of various Geelong councils visited Ballarat. They were met by the local councillors at Ballarat Railway Station, and were taken by tram to the City Oval for a cricket match between the councillors. Afterwards they re-boarded the tram for a trip to the Botanical Gardens; then to a bowling club for lawn bowls; and finally to the Station for the train home. Both the

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<sup>1</sup> ESCo to Ballarat City Council, 21 January 1914

*This soldier's statue in Sturt Street in front of the Town Hall in about 1907, honours the Australian soldiers who fought in an earlier campaign, the Boer War of 1900-1902.*

D. Critchley Collection







*One of three new crossbench trams built in 1913. These were the last trams built new for Ballarat.*

BTM archives

Mayor and Mayoress of Ballarat thanked the ESCo for the special tram services provided for the guests.<sup>2</sup>

But there was criticism as well as praise. The following month the Council wrote to the ESCo "concerning the manner in which your cars are stacked across Sturt Street at the Drummond Street intersection. I am directed to inform you that the practice must be discontinued forthwith"<sup>3</sup>

Meanwhile the trams ran each day past the impressive Boer War Memorial statue (next to the Town Hall), that commemorated the Australian soldiers killed during the Boer War in South Africa between 1899 and 1902. These included ten Ballarat men. Within a few months a much larger and bloodier war would begin in Europe.

### War begins

On 28 June 1914 Archduke Franz Ferdinand of Austria, the heir to the Austro-Hungarian throne, and his wife were assassinated in Sarajevo. This began a series of events in which various countries declared war on each other, and dragged their allies into conflict. With war looming, Opposition Leader Andrew Fisher pledged that Australia would "stand beside the mother country to help and defend her to the last man and the last shilling". He was rewarded with a sound victory at the August Federal elections.

On 4 August 1914 Great Britain declared war on Germany, and Australia declared war as well.

A week later enlistments began at the Ballarat Drill Hall, as news spread of the rapid German invasion of neutral Belgium and northern France. Many young men feared that the great adventure would be over before Christmas, and lied about their age so they could enlist. White feathers were sent to young men who had not enlisted, even those rejected on medical grounds. The anger against "Kaiser Bill"<sup>4</sup> extended to Australians of German background. The volunteers from Ballarat and many other communities formed the Australian Imperial Force (AIF). These Australians were diverted to Egypt and, with New Zealanders, were formed into the Australian and New Zealand Army Corps (ANZAC).

In August 1915 a training ground for troops was established at the old Agricultural Society's Showgrounds (at the corner of Wendouree Parade and Haddon Street), next to the lake and the tram line to the Gardens. This gave the trams an increase in patronage, and provided the men who had enlisted a good service to and from the City.

### Patriotic fundraising

Ballarat audiences were enthusiastic patrons of concerts and films. The Great War brought a new type of event – the patriotic fundraiser. On 22 February

<sup>2</sup> *Ballarat Star* 12 March 1914; Ballarat City Council to ESCo, 12 March 1914

<sup>3</sup> Ballarat City Council to ESCo, 6 April 1914

<sup>4</sup> Germany's Kaiser Wilhelm II

1915 world-famous Australian soprano Dame Nellie Melba sang one evening at the Coliseum in a fundraising concert for the Red Cross “Belgian fund”. As usual the trams carried patrons to the city early in the evening for the concert. The crews waited until the concertgoers left for their tram homewards.

On 21 February 1916 a fundraising “Aquatic Carnival” was held at View Point, on the shores of Lake Wendouree. The events commenced at 2 pm, and View Point was lit up to allow events to continue well into the evening. Spectators paid a shilling for entry, with the funds going to the Red Cross. Railway traffic from outlying areas was heavy, with special trains going to and from Ballan, Allendale, Buninyong and Bealiba. Travellers boarded trams for the long trip between the Railway Station and View Point. It was announced that “the trams will run as long as there is loading”.<sup>5</sup>

### Tramway issues

During 1913 the ESCo introduced one-man operation on four lines, despite protests from the tramways union and the Ballarat Council. In 1915 one-man operation was extended to the two Gardens routes, leaving only the Sebastopol line worked by conductors. The change enabled the “release” of 37 conductors. The ESCo told the Ballarat Council that some of its men had enlisted, and it was difficult to find replacements.

In June 1915 the Ballarat Council pointed out that only one tram line ran south of Sturt Street, and asked the ESCo to consider building a second line. The council thought this would be both profitable

for the Company and convenient for residents. The ESCo replied that wartime conditions meant that any extensions had to be postponed.<sup>6</sup>

Late in 1915 the Council complained about overcrowding of trams on the Sebastopol line during holiday periods. During 1915 and 1916 the Council complained about the sinking of track in various locations. After only ten years of service the method of laying track on concrete stringers had proved unsatisfactory, compared to the old method of sleeper construction. Complaints about the poor standard of track would only increase in the years to come.<sup>7</sup>

### On active service

On 25 April 1915 the ANZACs landed at Gallipoli, as part of a British plan to defeat the Ottoman Empire<sup>8</sup> and control the Dardanelles. Within the first week the first Ballarat man had been killed. At least two Ballarat tramway employees were at Gallipoli. Arthur Phillip Percival Kemp was employed during 1914-15 as a Conductor. He joined the AIF, was wounded at Gallipoli, and awarded the Military Cross.<sup>9</sup> The other was Peter Hodgetts, of whom more is written elsewhere.

6 Ballarat City Council to ESCo, 22 June 1915; ESCo to Ballarat City Council, 10 November 1915.

7 Ballarat City Council to ESCo 21 August 1915, 23 November 1915, 6 July 1916

8 The Ottoman Empire was centred on what is now modern Turkey. It was one of the “Central Powers” that fought against the Allies.

9 Details about employees who enlisted have been taken from the ESCo employees register, the National archives, and the Australian War Museum

5 *Ballarat Star* 19 February 1916, 21 February 1916



*Soldiers marching beside Lake Wendouree, Ballarat, c1915.*  
Museum Victoria  
No. MM 001052



*Sturt Street looking east to the Town Hall. Snow's building is now Myer's.*

BTM archives

During 1916 Australian forces began fighting in the major battles on the Western Front. Obscure French and Belgian villages such as Fromelles, Pozières, Messines, Passchendaele and Ypres<sup>10</sup> would soon become well known to Australians.

James Henry Hibbins, Motorman resigned in 1914 to join the AIF 58th Battalion, and in 1916 was wounded in action suffering severe gunshot wounds to the left thigh. John Oscar Baensch enlisted in the AIF in 1914 and was wounded three times. Horace Colvin Pine, Conductor, enlisted in the AIF in 1915, was wounded several times, and had his left leg amputated. Edward Britt, Motorman resigned in 1915 to volunteer with the AIF. James Doyle, Motorman served with the AIF in France from 1915 as a Driver 4th Field Artillery. Sidney Charles Mills, Motorman, resigned in 1915 to join the AIF 4th Light Horse. Alfred Henry Wilson, Motorman, resigned in 1917 to join the AIF. He was wounded in the head in August 1918, and repatriated to Australia. Conductor Herbert Arthur Davis enlisted in 1915; more is written about him elsewhere.

Also enlisting were some former ESCo employees, whose service ended prior to the start of the war. Bernard Ross Bergin, Motorman, was discharged in 1913 due to the commencement of one-man operation. He served in the AIF from 1916 to 1918, and was wounded in action. Henry John Francis Bettess, Motorman, who was dismissed in 1913 for "leaving car on duty and refusal to go with his work", served in the AIF from 1915 to 1919.

Three Ballarat tramwaymen are known to have paid 'the supreme sacrifice'. The first was Bertram

Allanby Boyce, Motorman, who was dismissed in 1907 for being "drunk and disorderly on car". He had previously served in the Boer War, and joined the 5th Australian Infantry Battalion during the Great War. He took part in the six-week campaign at Pozières, France in 1916, during which the AIF suffered 23,000 casualties, of which 6,800 men were killed or died of wounds. He was killed in action on 25 July 1916. His name is listed on the Villers-Bretonneux Memorial in France, the Australian War Memorial, and the Ballarat Avenue of Honour.

The other two were conductor Peter Hodgetts and motorman Thomas Glenn, who were killed in action in 1917. More is written about them elsewhere.

### **Anzac Day and the conscription referendum**

On 25 April 1916, the anniversary of the landing at Gallipoli, a commemorative service was scheduled to be held at the Soldiers Statue in Sturt Street, next to the Town Hall. In order for the service to be "as solemn as possible", the ESCo was asked if the trams could refrain from running past the Soldiers Statue between 12:25 pm and 1:15 pm on that day.<sup>11</sup>

On that day the Ballarat Star noted: "Anzac Day is to be observed today, it being just twelve months since the Australian troops made their wonderful landing at Gallipoli. All business in the City and Town will be suspended between the hours of 11.30 am until 1.30 pm".<sup>12</sup> Despite the rain and cold, a large crowd attended the public observance at the Soldiers' Statue.

<sup>10</sup> Ypres was the French name used at the time. The current official name is Leper.

<sup>11</sup> Ballarat City Council to ESCo, 18 April 1916

<sup>12</sup> Ballarat Star 25 April 1916



During 1916 casualties mounted on the Western Front, newspapers regularly printed the names of men killed in battle, and grim letters from soldiers filtered home. As the number of recruits dwindled, Prime Minister “Billy” Hughes was convinced that conscription was required. The matter was put to a referendum, scheduled for 28 October 1916. The “Yes” campaign opened in an evening meeting on 3 October 1916 at the Alfred Hall in Grenville Street. A packed Alfred Hall heard opponents of conscription called “foreigners or communists”.

The conscription campaign was held at the same time as Ballarat’s annual South Street competitions, the “Grand National Eisteddfod”. Each year visitors arrived by train, hotels and boarding houses were packed, and residents came by tram to see the competitions. On 9 October “Billy” Hughes appeared in Ballarat to open South Street, and took the opportunity to speak to the evening audience in favour of the “Yes” campaign.

The union movement campaigned against conscription, and one of the strongest speakers was Ballarat’s Jim Scullin, editor of the “Ballarat Evening Echo” and a future Prime Minister. The “No” vote narrowly prevailed, but the population remained bitterly divided over the issue. In December 1916 Jim Scullin moved a motion for the expulsion of conscriptionists from the Labor Party. One of them was “Billy” Hughes, who formed a new coalition government. Hughes staged a second conscription referendum on 20 December 1917, but the “No” vote was more clear-cut.

While the conscription campaign failed, another campaign succeeded. The temperance movement

believed that a more sober community would be better able to win the war, and lobbied for early closing of hotels. The death of an intoxicated soldier, who was run over by a tram in 1916, would have given some ammunition to this argument. On and from 25 October 1916 hotels in Victoria were shut from 6 pm each night. This “temporary” wartime measure would last until 1966.

### Peter Hodgetts

Peter Hodgetts senior was the manager of the Ballaarat Tramway Company Limited, which operated the horse tram system. He transferred to the ESCo when it commenced operation of the electric tramway system in 1905, but left on 31 May 1906, as “services no longer required”. His son, also known as Peter Hodgetts, was later employed by the ESCo as a Conductor. In April 1914 Hodgetts was charged with three counts of trying to embezzle the ESCo; he was accused of not paying in the fares he had collected. The case was dismissed for lack of evidence.<sup>13</sup>

Hodgetts enlisted in October 1914, six months after appearing in court, and served at Gallipoli during June and July 1915. He was transferred to Lemnos for deafness, and was sent to England and trained in signals. He arrived in France in May 1917, and on 7 July 1917 he was killed in action during an attack on a hospital by hostile aircraft. He is buried in the Bailleul Communal Cemetery, France. He is listed in the Ballarat Avenue of Honour. Peter Hodgetts senior died in 1928.

<sup>13</sup> ESCo employee’s register; Ballarat Courier 25 April 1914

*Employees of the Ballaarat Tramway Company Limited at the Wendouree Depot about 1903. Peter Hodgetts is in the front row centre. His son (also named Peter Hodgetts) was killed in the Great War in 1917.*  
Federation University Australia  
Historical Collection





*Peter Hodgetts Junior, whose picture appears in the book "Dinkum Oil: Letters published in the Courier during the Great War."*

### Back to Ballarat

Even in the middle of the war Ballarat was keen to attract tourists; the city had long been aware of the economic benefit of attractions such as the Botanical Gardens and the South Street competitions. During Easter 1917 a "Back to Ballarat" celebration was staged in order to attract homecoming visits by former residents. On Thursday 5 April the staff at Ballarat Railway Station welcomed the many visitors who poured off the numerous trains that arrived that day. In the evening Sturt Street in front of the Town Hall was illuminated in loyal red, white and blue lighting.

Wet weather throughout Easter affected many of the special events. On Easter Monday a gymkhana was planned to take place at the City Oval, involving many children from local schools. Spectators came by tram and braved the rain to watch the procession along Bridge and Sturt Streets to the City Oval. However the gymkhana program was curtailed due to the rain and cold.<sup>14</sup>

The weather cleared on Easter Tuesday, when a Eureka Pageant was held at the Eureka Stockade Reserve in Ballarat East. During the afternoon a procession consisting of stage coaches, bullock teams, and diggers and troopers in costume proceeded from Sturt Street along Victoria Street, and then to the Stockade. Around 15,000 people crowded into the Stockade to watch the Pageant, in which actors played out scenes of the goldrush and the Stockade drama of 1854.

The masses of people trying to find their way to the Stockade that day had a choice of two modes of transport. One was to travel on the Buninyong railway line to Eureka Station; the other was to travel by tram along Victoria Street on the Orphanage line, and then walk the rest of the way. It was recorded that at one point 22 trams were sent east (mostly on the Victoria Street line) to cope with the traffic. Only one tram was available to serve the other lines.<sup>15</sup> It is uncertain how so many cars could run on the Victoria Street line, as it had one crossing loop plus a half-loop at the terminus.

The Eureka Pageant was popular and successful, but there was at least one dissenting voice. One letter to the Ballarat Courier claimed that the young actors were "shaming" the men at the front. "What one thinks will be the feelings in the breast of our soldier boys when they read the reports of yesterday's doings?"<sup>16</sup>

### St Patricks Day

St Patricks Day was an important day for residents of Irish descent. A half-holiday was observed, ensuring a busy day for the trams as spectators flocked to the procession and other attractions. In 1918 there was an edge to the festivities, due to the sectarian tensions between Catholics of Irish nationalist background and Protestants of British unionist background. The 1916 Easter Rising in Ireland heightened the anti-Irish and anti-Catholic atmosphere. During the second conscription referendum most Protestant leaders supported conscription, and Daniel Mannix, the new Catholic Archbishop of Melbourne, opposed it.

The jubilee of St Patricks Day celebrations in Ballarat was scheduled for 22 March 1918, and the guest was none other than Archbishop Mannix. The previous Saturday "emblems of a disloyal nature" [Sinn Fein] were displayed at the Melbourne St Patricks Day procession. On 20 March a deputation waited on the Mayors of Ballarat and Ballarat East, asking for "an

<sup>14</sup> Ballarat Star 10 April 1917

<sup>15</sup> Wally Jack notes

<sup>16</sup> Ballarat Courier 11 April 1917



*St Patrick's Day parade in lower Sturt Street, 1916. The caption on the float reads "Unity in Peace & War".*

Federation University Australia  
Historical Collection



assurance that no emblems of an offensive character would be displayed during the St Patricks Day procession". The two Mayors threatened to halt the procession, but after being assured there would be no repeat, the procession was permitted.<sup>17</sup>

Fine weather, along with the presence of Archbishop Mannix and the controversy regarding emblems, stirred Irish solidarity and attracted a "record attendance" to the morning procession in Sturt Street on 22 March. No "offensive" banners were displayed, but many of the spectators wore miniature photos of Mannix. Record numbers also attended the afternoon race meeting at the Miners Racecourse in Ballarat South (a few blocks' walk from Skipton Street), with a "special tram and cab service" carrying patrons to and from the course.

In the evening an audience of nearly 7,000 attended the Irish National Concert at the Coliseum. Archbishop Mannix, a brilliant public speaker, poured scorn on the 3,000 citizens of Melbourne who had called for him to be expelled from the city. The trams contributed to the success of the St Patricks Day jubilee by successfully moving large numbers of people between the three main venues.<sup>18</sup>

### Armistice Day

In mid-1918 the war on the Western Front turned in favour of the Allies, with the Anzacs under John Monash prominent. During September and October 1918 the alliance between the Central Powers<sup>19</sup> began

to collapse. Agreements (known as Armistice) were signed between the Allies and Bulgaria, the Ottoman Empire and Austria-Hungary. The Kaiser abdicated, and an Armistice with Germany was signed on 11 November 1918. Spontaneous scenes of rejoicing were seen in cities and towns throughout Australia.

On 8 November 1918, false rumours of a ceasefire brought people into Sturt Street to celebrate. When the Armistice was signed on 11 November the news reached Ballarat after 8 pm, but it spread quickly. Cheering crowds flocked into Sturt Street opposite the Town Hall to celebrate, stopping all traffic. "The tramway authorities wisely gave the crowd a free street, as the trams did not adhere to the usual timetable by going to Grenville Street".<sup>20</sup>

With a public holiday to celebrate the Armistice imminent, the ESCo agreed with its employees that the tram service should be maintained, and the men would have a day's paid holiday afterwards. A public holiday, Peace Day, was observed on 12 November. A group of returned soldiers paraded through the streets, asking any shops they found open to shut. During the afternoon the soldiers decided that the tramway employees should also have a holiday, so they seized the "control handles" (probably the controller keys) and effectively suspended the tram service for the rest of the afternoon. The Police Superintendent negotiated the return of the keys, which were found at the Soldiers' Institute.<sup>21</sup>

<sup>17</sup> Ballarat Star 21 March 1918

<sup>18</sup> Ballarat Star 23 March 1918

<sup>19</sup> The Central Powers were Germany, Austria-Hungary, the Ottoman Empire and Bulgaria

<sup>20</sup> Ballarat Courier 12 November 1918

<sup>21</sup> Ballarat Courier 13 November 1918; Wally Jack notes

## The Ballarat Show

Before the War the Ballarat Agricultural Show attracted large crowds to view various aspects of farm life. The busiest crowds attended on the Show day half-holiday, and the ESCo was often criticised for taking trams off other lines to bolster the Show traffic, leaving those lines without a service. But during the war the Showgrounds were used for troop training, until the decline in the number of enlistments caused the closure of the troop camp.

Just after Peace Day, the Ballarat Show was held for the first time in four years. Crowds poured onto trams for the journey to the Showgrounds, now clear of troops and renovated. The “Peace Show” (held on 13 and 14 November 1918) attracted the greatest attendance and gate receipts in the Show’s history.<sup>22</sup> Clearly Ballarat people wanted to resume normal life again.

## Welcome home

On “Anzac Saturday”, 30 November 1918, Ballarat officially welcomed home soldiers and nurses sent home on leave after four years away, as well as the sick and wounded who had been sent home earlier. The soldiers and nurses were taken in open cars (many of them loaned by private owners) along Sturt Street to the Avenue of Honour, and then alongside the lake to View Point for a trip by paddle steamer to the Gardens. A reception at North Gardens Reserve was held, with speeches aplenty. It was estimated that 20,000 people were at the Gardens that day.

The Ballarat Courier recorded:

*“An unfortunate accident marred the welcome home to the Anzacs during the height of the excitement at the Botanical Gardens on Saturday afternoon. Trams, motorcars, motor-cycles, push bicycles, together with every conceivable type of horse drawn vehicle were necessary to convey the thousands of people who had turned out to do honour to the returned heroes”.*<sup>23</sup>

Just before the soldiers arrived, a phaeton (horse-drawn cart) with three occupants was heading north near the Gardens Pavilion. The phaeton was driven onto the tram line, with the driver not hearing an approaching tram. Motorman Albert Mitchell applied the magnetic brake, but it was too late to prevent a collision. All three occupants of the phaeton were injured, and the driver suffered broken ribs. The tram was derailed, and half a dozen trams were delayed.



Armistice Day celebrations in Sturt Street in front of the Ballarat Town Hall on 11 November 1918. Crocker's store is in the background.

Museum Victoria No. MM 001194

To avoid risk of collisions between vehicles after the reception, the Police Superintendent ordered “conveyances, cars, etc.” to leave via the north side of Lake Wendouree.<sup>24</sup>

## After the War

Around 4,000 men from the Ballarat district served during the Great War, with around 800 killed. After the war was over the dead were mourned. Surviving soldiers dealt with the physical and mental effects of the war as best they could. Limbless soldiers struggled up the high steps of trams.

<sup>22</sup> Ballarat Star 14 November 1918, 15 November 1918

<sup>23</sup> Ballarat Courier 2 December 1918

<sup>24</sup> Ballarat Star 2 December 1918, Ballarat Courier 2 December 1918

An Avenue of Honour was planted with a tree for each local man who enlisted, with a name plate for each man who served. Planting began in 1917, and two years later the trees extended along both sides of the Western Highway from the western end of Ballarat to Burrumbeet. Ballarat's Avenue of Honour is the earliest known memorial avenue to have been planted in Victoria, and it inspired over 100 similar Avenues to be planted over the next few years.

Some servicemen returned to their old jobs. Former ESCo employees James Doyle, Sidney Charles Mills and Alfred Henry Wilson returned to work on the trams in 1919. Other war veterans secured work on the trams. Leon Henry Eyckens was present at the first landing at Gallipoli on 25 April 1915, but a month later

*A crowd gathers outside the Ballarat Town Hall, This photo may have been taken on Peace Day, 12 November 1918.*

Museum Victoria No. MM 000195



his war ended when he was wounded in the right knee and neck. James Nash Button was wounded in action in 1917, and hospitalized with myalgia in 1918. Nash became a Motorman in 1919, and Eyckens in 1920.

Herbert Thomas Holland, Eric David Boyce, Philip Edward Hines, George Douglas Davidson, Leslie Alfred Holliday, Stanley Lawrence, and Hugh Clifton McDonald, all with AIF service, were appointed as casual motormen during 1920-1921. Vincent Michael Dalton commenced employment in 1920; more is written about him elsewhere.

Albert Jolly, whose uncle William Jolly was already a motorman, unsuccessfully applied for a job with the Ballarat Tramways in 1915. Shortly afterwards he joined the AIF, and served on the Western Front. In 1920 he successfully reapplied for a position on the Ballarat Tramways as a motorman. He was still working for the tramways in 1943.

Anzac Day, 25 April, was marked each year by a procession of ex-servicemen in Sturt Street. Such was its importance that in 1922 ESCo employees interrupted a two-week strike (over the issue of one-man operation) and manned trams to carry people to and from the Anzac Day procession. The ESCo donated all fares collected that day to the local hospital. Anzac Day became a national holiday in 1927, and has remained important to this day.

Late in 1918 Europe was hit by an outbreak of Spanish influenza. Globally this pandemic killed at least 50 million people, more than were killed in the Great War. The virus was brought to Australia by returning soldiers, and by late January 1919 had reached Ballarat. People were warned to avoid trams and trains, and the trams were fumigated with sulphur. Gauze masks and quinine powder were issued for the tramway staff. Motorman Gerald O'Hara cut a hole in his mask so he could smoke his pipe!<sup>25</sup>

The Showgrounds were used as a temporary hospital for flu patients. There were 91 deaths from the Spanish flu in Ballarat. One of them was motorman William Jolly (the uncle of Albert Jolly), who died on 11 April 1919 from "pneumonic influenza".

During 1920 the Prince of Wales, the heir to the British throne and future King Edward VIII, toured Australia. This was 16 years before he abdicated

<sup>25</sup> H.P. James, "Reminiscences of the tramways Grand Old Man".





*The opening of the Arch of Victory at Ballarat on 3 June 1920 was attended by the Prince of Wales.*

Museum Victoria  
No. MM 000626

the throne. On 3 June 1920 the Royal Train arrived at Ballarat, and the Prince was taken in an open car through Ballarat East and then along Sturt Street. The Prince officially opened the newly-built Arch of Victory in Sturt Street West, at the eastern entrance to the Avenue of Honour. Many of the cheering spectators along the route on that cold, wet day came by tram. But the Prince, Councillors, MPs and Pressmen travelled in a fleet of 23 open cars. No longer would VIPs travel on a decorated tram.

### In search of Thomas Glenn

Thomas Glenn commenced employment with the ESCo as a Casual Conductor in 1906. In 1909 he was a witness to a death of a passenger on the tram he was working on.

“Thomas Glenn, tram-conductor, and other witnesses gave evidence to the effect that Mr. Bates, who was riding on the rear platform of a car, walked along the footboard to reach some timber belonging to him. He either stepped or fell off, and his coat was caught by the trailer, which dragged him along the road for a short distance. A verdict of accidental death was recorded”.<sup>26</sup>

According to the ESCo employee’s register, Thomas Glenn became a Motorman on 24 October 1910. He resigned on 22 January 1916 to join the AIF, and was “killed on active service”. No other details are available.

Initially there was some mystery regarding Thomas Glenn’s story. He is not listed in the National archives or the Australian War Museum under the name Thomas Glenn. Ballarat’s Avenue of Honour does not

have a tree with his nameplate on it. However, ESCo employee Robert Haynes (who worked for the Ballarat tramways between 1887 and 1939) planted a wattle tree at the tram depot in his honour. During the 1930s the tree was left undisturbed when major works were carried out at the depot.<sup>27</sup>

The National Archives lists a Thomas John Glenn, from Bairnsdale, Victoria who enlisted in January 1915. He was absent without leave twice, was discharged in 1920 with loss of pay benefits and medals, and was convicted in 1921 for pickpocketing at a racecourse. Also listed is a John Thomas Glenn, from Dandenong, Victoria, who enlisted in 1917, and embarked at Sydney in 1918. But neither man was the same Thomas Glenn who worked on the Ballarat tramways.

The National Archives shows that Michael Thomas Glynn (a different spelling of the surname) enlisted on 1 February 1916. He was listed as a 35 year old Motorman from Ballarat; his father was deceased, and his mother was Mrs Mary Daglish, of East Ballarat. Mrs Daglish died on 3 June 1916, and the “Ballarat Courier” included a tribute “in loving memory of my dear mother” inserted by “her loving son T. Glenn (on active service)”.

Glynn joined 37th Battalion, A Company as Private No. 276. His unit embarked from Melbourne on 3 June 1916. He was killed in action on 8 June 1917, at the Battle of Messines in southern Belgium, but has no known place of burial. He is commemorated on the Menin Gate Memorial at Ypres, Belgium (opened in 1927) that lists 55,000 missing “British and Empire” troops.<sup>28</sup> He is also listed in the Australian War

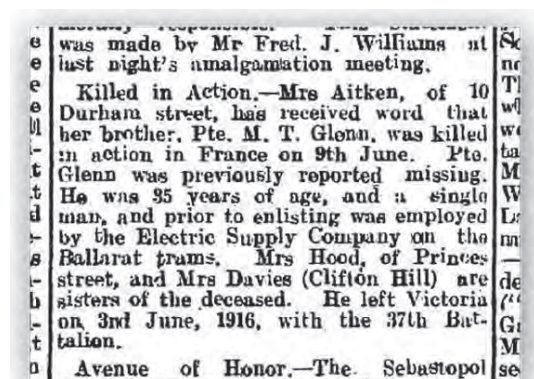
27 H.P. James, “Reminiscences of the tramways Grand Old Man”.

28 “The AIF Project” website. [www.aif.adfa.edu.au/showPerson?pid=112818](http://www.aif.adfa.edu.au/showPerson?pid=112818)

26 The Argus 15 June 1909



A poppy left in remembrance for Michael Thomas Glynn (aka Glenn) on the memorial wall at the Australian War Memorial.



A news item from the Ballarat Star recording the death of Thomas Glenn.

Memorial and the Ballarat Avenue of Honour under the name Michael Thomas Glynn.

### Vincent Michael Dalton

Vincent Michael Dalton was a former Miner from Eganstown who enlisted on 19 August 1914, two weeks after the Australian declaration of war. He fought in Gallipoli and on the Western Front with the AIF 8th Battalion. He commenced employment on the Ballarat tramways in July 1920. He was employed as a Motorman, until his hearing loss became worse, a consequence of his war service. He then worked as a Fitter and Turner, including work on tram wheels.

Vincent Dalton's son Norm Dalton also worked for the SECV, starting at Ballarat power station in 1940 and retiring in 1983 as an Assistant General Manager. During the decommissioning of Ballarat power station

Norm was given the payroll ledger for the Ballarat tramways; this had Vincent Dalton's entries in it from the 1920s. The payroll ledger is now in the archives of the Ballarat Tramway Museum.<sup>29</sup>

### The Tramway Superintendent

One of Ballarat's tramwaymen fought in the War with the British Army. Albert Victor Mawby was born in the United Kingdom on 12 June 1897. He joined the British Army (4/8 Middlesex Regiment) in May 1915, and was discharged in February 1919. He and his family left the UK on 10 March 1921 and migrated to Australia. He commenced as a casual motorman with the Electric Supply Co at Ballarat on 17 June 1921. He received rapid promotion through the positions of Inspector and Traffic Inspector until he was appointed Traffic Superintendent in March 1925. It is unclear why he achieved such a rapid rise in the ranks.

After takeover by the SEC in 1934 he was titled Branch Tramway Superintendent. On 4 September 1950 he was promoted to Departmental Tramways Superintendent, in charge of the systems at Ballarat, Bendigo and Geelong, and transferred to the SEC Melbourne offices. Mr Mawby died on 10 August 1962.<sup>30</sup>

### The Great War's legacy

Ballarat owed its existence to the discovery of gold in 1851, but its gold industry had been in decline for many years. The enlistment by its workforce into the AIF was a final blow, and several important mines closed during the war. 1918 saw the closure of the last mine, the Central Plateau No. 2 in Walker Street, Sebastopol. Returning soldiers found that the "Golden City" was no longer golden.

One legacy of the Great War was a shortage of paint and white lead. This prevented the painting of trams and light poles, and led to complaints from the Council about their appearance. By late 1919 painting and renovation of poles and trams could resume. But deterioration of the track (which had become evident during the war) continued, and this had its effect on the condition of the trams.<sup>31</sup>

<sup>29</sup> Details from the ESCo employee register, and Peta Madalena and Roger Dalton (grandchildren of Vincent Dalton)

<sup>30</sup> Ancestry.com

<sup>31</sup> ESCo to Ballarat City Council 5 May 1919; Ballarat Courier 4 November 1919



*Vincent Dalton working on the wheel lathe at the Wendouree Parade tram depot, Ballarat..*  
BTM archives

A more profound legacy was the Victorian Government's decision in 1918 to create a State-wide electricity supply using the LaTrobe Valley brown coal deposits. In 1921 the State Electricity Commission of Victoria (SEC) was formed, with the chairman being none other than the Great War hero Sir John Monash. One of its goals was to take over the operation of private electricity companies, including the ESCo. By the end of the decade the SEC had reached agreement to take over the ESCo's power supply and tramway operations, and this took effect in 1934.

Two great combatants who visited Ballarat during the War lived long after it ended. Billy Hughes was Prime Minister until 1923, and remained a member of Federal Parliament until his death in 1952. Daniel Mannix remained Archbishop of Melbourne until his death in 1963, aged 99. Their legacy was the bitter sectarian divisions between Catholic and Protestant, fanned by the Great War and conscription debate, and continuing for as long as they lived.

But the greatest legacy of the War was the change to the international situation. The Austro-Hungarian and Ottoman Empires broke up, and new countries took their place. A League of Nations was formed to prevent future wars. But the peace terms imposed on the defeated Germans led to a sense of grievance that Adolf Hitler and others exploited. 20 years after the close of the war to end all wars, World War 2 started, and the Great War became forever after known as World War 1.

### **Herbert Arthur Davis**

Another consequence of the Great War was the increased development of motor vehicles, and their

accelerated use world-wide after the war. Many soldiers had learned how to drive and service a motor vehicle. Some of them purchased a bus or truck after their return, and competed against the existing tram services on their busiest lines. Many of those bus operators went out of business after regulations were passed to restrict their operations to protect tramway revenue.

One of the bus operators that endured was former ESCo employee Herbert Arthur Davis. He commenced employment with the ESCo as a casual conductor in 1906, when he was 14 years old. He was promoted to a Motorman in 1913, and was discharged on 21 May 1915 due to "reduction in service" following expansion of one-man operation.

Davis joined the AIF on 21 July 1915 and was sent into action in France with the 7th Battalion in 1916. Davis was wounded in action on 18 August 1916, with a gunshot wound to the shoulder. He returned to action as a machine gunner, and was discharged from the army in 1919. His younger brothers Edward and Francis enlisted in the Australian Flying Corps in 1918; Francis Davis was accidentally killed in a lorry accident at Leighterton, England in 1919, after the war had ended.

After the war "soldier settlement" schemes were established in each State, to help returning soldiers establish farms. Herbert Arthur Davis acquired a soldier settlement orchard at Cape Clear, and bought a Chevrolet truck to deliver fruit to market. After diseases killed the trees, he moved his family to Sebastopol. He used the truck (fitted with curtains on the side and steps on the back) to carry passengers in competition with the trams on the Sebastopol line, until regulations banned competitive bus services.



*One of the new Davis buses purchased for the Ballarat tram replacement service in 1971 – a triumph for the company established by former tram employee and soldier Herbert Arthur Davis.*

BTM archives



In 1930 Davis won the contract for the Ballarat to Buninyong rail replacement service, and from there his service expanded. He died in 1964, and he is listed in the Ballarat Avenue of Honour. In 1971 H.A. Davis Motor Services won the contract for the Ballarat tramway replacement services.<sup>32</sup>

### A century on

2014 is the centenary of the beginning of the Great War. At Gallipoli and the former Western Front battlefields, where Ballarat tramwaymen fought, ordinance and human remains are still being found. Every evening the Last Post is sounded under the great arch of the Menin Gate Memorial, on which Thomas Glenn is listed. Australians flock to the war-related museums and commemorative events. Centenaries of various War-related events are scheduled over the next few years (most notably for the Gallipoli landings). A national project, “Avenues of Honour 1915-2015” aims to preserve and restore those Avenues planted after the Great War.

Many of Ballarat’s historical buildings are still there a century later. The 1870 Town Hall still overlooks the “Soldiers Statue” commemorating the Boer War. Monuments related to the Great War (such as a statue of Ballarat-educated commander “Pompey” Elliott) have been placed in Sturt Street. But the streetscapes have changed to suit the car, and the trams no longer run either side of the Sturt Street median strip. The only tram track left in Ballarat is the section in the Botanical Gardens used by the Ballarat Tramway Museum.

The Ballarat Tramway Museum is currently restoring former ESCo trams, Nos. 12 and 22, that both operated

in Ballarat during the Great War. Work on No. 12 has been boosted during 2014 by a grant from the Ballarat Council. But the Museum’s greatest legacy from the war is the trams in its collection that were built between 1914 and 1918. They were built for the Prahran & Malvern Tramways Trust and Hawthorn Tramways Trust, and later operated in Ballarat for the SEC. Those trams were robust enough to survive in service until 1971, and the age of heritage preservation. These trams will reach their own centenary during the next few years.

### Further reading

Weston Bate, “Life after gold: “Twentieth-Century Ballarat”. Melbourne, Melbourne University Press, 1993.

The Ballarat Avenue of Honour:

<http://www.ballarat.com/avenue.htm>

Australian War Memorial: <http://www.awm.gov.au/>  
National Archives of Australia, World War I records: <http://www.naa.gov.au/collection/explore/defence/service-records/>



*A ‘Sebastopol’ crossbench tram heads outwards along Albert Street Sebastopol on 2 April 1918. Two days later, on 4 April, the vital battle of Villiers-Bretonneau began in distant France.*

Evan Luly

<sup>32</sup> “Busline began with failure of an orchard” in *Ballarat Courier* 9 June 1971

# CHRISTCHURCH EXTENSION OPENED

By Dale Budd

Pictures by the author except where shown

A long-awaited extension to Christchurch's tourist tramway was opened by New Zealand's Prime Minister, the Rt Hon John Key, on 12 February.

Construction of the extension was well advanced when Christchurch was devastated by an earthquake in February 2011. The tramway suffered minor damage, but fortunately all the trams escaped unharmed, as did tram passengers and crew. In due course most of the trams were removed to Ferrymead for storage, while repairs to the tramway waited their turn amongst myriad reconstruction tasks.

There was strong community support for resumption of the tram service, which has been one of the city's major tourist attractions since it opened in 1995. It was recognised that the return of the trams would help bring activity back to the city centre.

Reopening of the original loop was achieved in stages, as repairs were completed not just to the track and overhead but to streets and the services beneath them. Most of the trams also needed work including a partial or total repaint, due to their languishing outdoors both in the city and at Ferrymead for almost a year, until the Tramway Historical Society were able to construct their new tram barn No. 3 to protect them and undertake their refurbishment.

Initially trams recommenced running on 21 November 2013 (the official opening was on 27 November), from New Regent Street and Cathedral Square along Worcester Street to Canterbury Museum. The service



*Prime Minister John Key at the controls of No. 152, about to drive it along Cashel Street following the opening ceremony.*



*Christchurch 152 stands at the corner of Oxford Terrace and Cashel Street, with Dunedin 11 behind, ready for the opening ceremony on 12 February. In the background is the Bridge of Remembrance war memorial, undergoing post-earthquake repairs..*

had to be run on an 'out and back' basis. Further reconstruction, particularly to the bridge in Armagh Street over the Avon River, enabled the full loop to resume operation on 11 November 2014. The restaurant tram service returned on 10 December 2014. Curiously, the earthquake caused the hump in the Armagh Street bridge to become more pronounced, resulting in reduced clearances beneath the trams. The toilet retention tank beneath the restaurant tram had to be slightly reduced in depth before it could run over the bridge.

Finally, work on the extension to the tramway was completed in time for trial runs to begin on the morning of 6 February 2015. This was Waitangi Day, New Zealand's National Holiday, and just over 20 years from the opening of the original loop on 4 February 1995.

The opening day for the extension was bright and sunny. Guests and onlookers gathered at the corner of Oxford Terrace and Cashel Street. There were speeches from Christchurch Tramway Managing Director Michael Esposito, the Prime Minister, and the Mayor of Christchurch, Lianne Dalziel. The Prime Minister unveiled a plaque and then drove Boon 152 along Cashel Street to Colombo Street. The speakers all stressed the importance of the tramway and its extension to the revitalisation of Christchurch.

Following the opening, regular trams immediately started using the new route. It was a red letter day for Christchurch, not just for the trams but also because it was the official opening day of the 2015 ICC Cricket World Cup, hosted by Australia and New Zealand. The publicity for this somewhat overshadowed that for the



*Dunedin 11 provides an unusual backdrop for a Prime Ministerial media conference, as John Key talks to journalists soon after the opening.*

*A flashback to December 1949: a tram bound for Riccarton passes the Bridge of Remembrance, metres from where the opening ceremony for the extension was held 65 years later.*

Graham Stewart







*Invercargill Birney 15 at the new terminus. Track already laid for a further extension can be seen behind the tram.*

*The interior of Birney 15, showing the superb restoration work undertaken by the Tramway Historical Society at Ferrymead. In 1952 this tram ran the last service to South Invercargill, the most southerly tram terminus in the world.*



*Some of Christchurch's picturesque buildings fortunately escaped damage in the 2010 and 2011 earthquakes. Christchurch 178 has just made the turn into Worcester Street from New Regent Street at Cathedral Junction and is passing the Heritage Hotel, also known as the Old Government Building. This structure was built on the site of a former tram depot and was opened in 1913.*



trams! But never mind, the target of being open in time for the World Cup had finally been achieved, not quite to plan as it was to have been the 2011 Rugby World Cup, which sadly bypassed Christchurch completely because of the 2010 and 2011 earthquakes.

Opening of the extension means a change to the tramway's operating pattern. A tram which has completed a trip around the original loop turns from Worcester Street into Oxford Terrace and runs via Cashel Street and High Street to a temporary terminus - a facing crossover - at Lichfield Street. This terminal arrangement precludes the use of trailers for the time being. The tram then returns along High and Colombo Streets before re-joining the original line via a tight curve at the eastern end of Cathedral Square. Having completed a 'figure of eight', it then once more commences a trip around the original loop via Armagh Street. Passengers boarding a tram at Cathedral Square are told whether it will turn onto the extension, or follow the earlier route. More as a reminder to drivers than informing the public, a white disc with a black bar is now displayed in the front windscreen of every tram: when the line is vertical the tram continues along Worcester Boulevard to the Museum and Armagh Street (the original loop); when it is at 45 degrees to the left, the tram will turn into Oxford Terrace and traverse the extension. The disc can be seen in the photo at right.

Five cars are in use on the tramway at present: Boon 152, Brill 178, four-wheel saloon No. 11, restaurant tram 411 and a welcome new addition, Invercargill Birney No. 15. More trams will be added as traffic builds up. Like all businesses in Christchurch, the tramway is making a gradual recovery towards its pre-earthquake level of activity. Of the current passenger trams, all but 152 are driver-only. The Boon, with its open sides and enclosed driver's cabin, carries a conductor.

*Map of Christchurch's tourist tramway. Tracks south of Worcester Street and Cathedral Square form the extension opened on 12 February.*

*A close view of No. 178, showing the disc in the windscreen which, by its diagonal setting, has directed the driver to turn onto the extension from Worcester Street.*  
Graham Stewart





There are plans for a further extension south-east from the current terminus at High and Lichfield Streets, and some track was laid before the earthquake. The timing for Christchurch City Council providing funding for this new section will depend on the level of patronage on the tramway, on plans for reconstruction in the area which the new route will serve, and on business and community support for it. There is much to be done in repairing and rebuilding Christchurch, and many competing priorities exist. Nevertheless it is satisfying that there is widely shared recognition of the value of the trams in contributing to the city's rebirth.

My thanks to Dave Hinman for his help in the preparation of this report.



*Cars 152 and 11 pass in High Street on the opening day. On this section of the tourist line trams are recreating part of Christchurch's original network, complete with double track.*



*In a view looking along High Street to the city centre, No. 152 is at the terminus of the extension at Lichfield Street. This car received a full repaint prior to its return to the city from Ferrymead and its condition is immaculate.*

*Dunedin 11, seen in Cashel Street near the Bridge of Remembrance, is another tram which was given a full repaint before the resumption of the tourist tram service.*





# HERE AND THERE

## AUSTRALIAN AND OVERSEAS NEWS

### Sydney to receive Alstom's Citadis X05

ALTRAC consortium (made up of Alstom, Transdev, Acciona and Capella), of which Alstom is part, has announced that the contract for the new Sydney tramway line awarded by the State's public transport authority, Transport for New South Wales, has come into force. The financing of the \$2.1 billion project, awarded on 17 December 2014, has been secured via a public-private partnership (PPP). Commercial service is expected to start in early 2019.

For this new 12 km long line from Circular Quay to Central Station, then south-east to Kingsford and Randwick, Alstom is responsible for the integrated tramway system which includes the design, delivery and commissioning of 30 coupled Citadis X05 trams, power supply equipment, including APS – ground power supply – over two kilometres, signalling systems, the energy recovery system HESOP, depot equipment and maintenance.

As part of the contract, ALTRAC consortium also takes over the operations and full maintenance of the existing Inner West Light Rail (IWLRL) system which includes 12 trams manufactured by CAF and connects Sydney's inner west with Pyrmont, Darling Harbour and the southern CBD.

*"Alstom is very committed to Sydney's transport network and is pleased to bring with Citadis X05 a new passenger experience, high capacity, sustainable, full fluidity and optimum system services. Sydney will benefit from Alstom's worldwide experience and latest evolution of its tram range", said Dominique Pouliquen, Senior Vice President of Alstom Transport Asia Pacific. "This project will transform Sydney and provide a step change in the city's public transport capability and reliability while protecting the aesthetic appeal of the Central Business District".*

Citadis X05, the latest evolution of the Alstom tram range, integrates new technologies such as permanent magnet motors to reduce energy consumption and easier sub-system integration and maintenance to decrease lifecycle costs. Citadis X05 for Sydney will offer high-end comfort, including double-doors for improved access and passenger flows, large balcony style windows, multi-

purpose areas and ambient LED lighting. It also offers the highest levels of customer safety including constant Closed Circuit TV monitoring, emergency intercoms and the latest way-finding aids for real time passenger information. The Citadis X05 for Sydney will be manufactured at Alstom's sites in Europe.

### Sydney

The NSW Government is undertaking vehicle testing for six new light rail vehicles on the Inner West Light rail line between Central and Dulwich Hill from February to June. The night testing will complete the program of twelve new light rail vehicles purchased by the NSW Government. Six of these vehicles are already in service. The remaining six new vehicles will be integrated into service following successful testing.

Vehicle testing will be staggered over coming months as each new vehicle arrives, and will take place intermittently between March and June 2015. Testing of one new vehicle has been completed. Most of the testing will occur on weeknights between 11:00pm and 6:00am, with occasional weekend testing. The testing program is planned for the following dates: 16 April to 7 May, 12 May to 21 May and 26 May to 3 June. All services between Central and The Star casino will continue to operate as normal during these works.

### Moscow

The annual Tram Parade, featuring 17 streetcars from different eras, was held in the Russian capital on 11 April to celebrate the Moscow tram network's 116th anniversary. Moscow was not the first Russian city to feature electric trams (it was preceded by Nizhny Novgorod and Sevastopol, among others), and does not even have the most extensive tram network (St. Petersburg proudly calls itself the tram capital of Russia). Nevertheless, the tram still remains an important means of transportation, and judging by the crowd of 200,000 enthralled Muscovites who attended the show, trams continue to hold a special place in the hearts of the capital's residents. Visitors to the Moscow Tram Parade were given heart-shaped stickers to mark the streetcar they liked most. The Swiss-designed, Belarusian-made Stadler Myatselitsa tram seems to have received more 'likes' than its competitors.

## Adelaide News

H 351 was on display at Glenelg on Friday 23 January, the day of the Glenelg to Mount Barker stage of the Tour Down Under cycling event. Trams terminated at Brighton Road for the duration.

The photo at right by William Adams shows H 351 on display at Glenelg.

H cars 351 and 352 operated a rare charter outing on 4 February 2015. This was the first passenger run of H 352 (formerly 367) following its refurbishment in 2014.

Cars 351 and 352 departed West Terrace to pick up their charter passengers at Adelaide Railway Station before proceeding to Glenelg.



*H 352 at West Terrace in the shuttle tram siding on 4 February 2015. Flexity 108 is heading to Glenelg from the Entertainment Centre.*

William Adams

*Cars 352 and 351 at Glenelg – a sight not seen since the late 1970s. No. 352 is leaving Moseley Square and heading back to the depot at Glengowrie after unloading its passengers, while 351 waits to enter Moseley Square.*

Arnold Krueger



## LOFTUS

## SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

[www.sydneytramwaymuseum.com.au](http://www.sydneytramwaymuseum.com.au)

## From SPER News

## 50th anniversary of operations

On 15 March 2015 the Sydney Tramway Museum celebrated 50 years of operation of electric trams.

Our principal guest on the day was Mr Howard Collins, OBE, Chief Executive, Sydney Trains, who had the honour of driving L/P 154 through a gold ribbon at 11.45am. This marked the event 50 years before, on 13 March 1965, when the Hon. Pat Hills, Deputy Premier,



Howard Collins responds to museum chairman Howard Clark's introduction. Deputy Mayor Cr Carmelo Pesce is at right. Martin Pinches

deemed the museum at our old site to be operational with L/P 154 also performing the honours at that time. Prior to the ribbon-breaking, Chairman, Howard Clark welcomed the special guests and visitors, with Howard Collins responding.

Two special brass plaques were unveiled by Howard Collins for fitting inside the car. 154 is now referred to as the 'Founders Tram', being the first electric tramcar to be preserved in Australia in 1950. The plaque, later installed in the compartment behind the number 1 end, acknowledges that acquisition of 154 for preservation was inspired by member No. 1, Norm Chinn, assisted by Ken McCarthy, Ben Parle and Robert Young. The other, smaller plaque celebrates 50 years of continuous operation of our museum, and was installed at the number 2 end.

Other special guests were Mr Lee Evans, MP, Member for Heathcote; Councillor Carmelo Pesce, Deputy Mayor, representing the Mayor; Councillor Kent Jones; Ms Carolyn Booth, Tourism Officer, Sutherland Shire; Mr Peter Lowry OAM, Chair, Transport Heritage NSW and Mr Andrew Killingsworth, CEO, Transport Heritage NSW.



Peter Lowry and Carmelo Pesce hold the gold tape as L/P 154 moves slowly forward to break through. Martin Pinches





*Returning from The Royal National Park, a stop made near Loftus Oval saw 154 drive through a silver ribbon to mark the original event, which had occurred very close to the same spot 50 years before.*

Martin Pinches

Car 154, which remained in the capable hands of Howard Collins throughout, proceeded towards Sutherland to Army Crossing along with O 1111. The trams then made a return trip to Royal National Park, finishing at Railway Square waiting shed. A stop near Loftus Oval saw 154 drive through a silver ribbon to mark the original event, which had occurred very close to the same spot 50 years before.

Light refreshments went down a treat with our guests and all who were in attendance on the day. There was nothing left of the large birthday cake, which featured a picture of 154 in the icing and was the inspiration of Adam Hayhurst. A most enjoyable day was had by all.



*The birthday cake organised by Adam Hayhurst to mark 50 years of electric tram operation at Loftus. There were only crumbs left at the end of the day!*

Robert Merchant



*The two plaques which were later attached to the end bulkheads of L/P 154. From left are Howard Clark, Andrew Killingworth, Lee Evans, Carmelo Pesce and Howard Collins.*

Martin Pinches

## Sydney Vintage Tramway Festival

The Sydney Vintage Tramway Festival has been the traditional opening to the railway enthusiast season for a number of years now, and this year's Festival on 22 February did not disappoint. A shower passed over the Museum just before opening time but the clouds soon cleared to fine summer weather. This year the trams were arranged to operate in pairs representing the different eras of tramway operation in Sydney so visitors could take a virtual journey through time from the earliest Sydney trams through to the corridor trams of the 1950s. Once again an intensive timetable brought Tramway Avenue alive with almost constant moving trams.

A special surprise for visitors was the static display of our latest arrival, Melbourne Y1 611 in Cross Street. This tram had arrived in Sydney only a couple of weeks before the Festival and was the subject of many photos and deep conversation during the day. Another innovation this year was to display some of our 'work in progress' restorations in the Display Hall including the Sydney Tramways' Broomwade air compressor suitably attached to the Matador recovery truck, and the rebuild of the Melbourne cable dummy. These items helped remind visitors not only of the work that goes into restoring our trams but also the opportunities that exist for volunteers at the Museum.

To complement the trams, we were pleased to again host a couple of vintage Sydney buses from the Sydney Road Transport Museum, with thanks to the Parker brothers. In addition, Sergio Fiorenza brought his magnificent London Transport RML double decker down from Parramatta loaded with happy passengers who enjoyed the day out with the trams. The buses operated a number of return trips to Sutherland for our

visitors and this was very well received.

Visitor numbers were very pleasing throughout the day, resulting in probably the best single day since our 50th anniversary of closure weekend in 2011. This was due to some good publicity, with articles in a number of Sydney newspapers including the Daily Telegraph, and on radio. We extend our thanks to everyone involved.

## CARnival 2015

Largely through the efforts of some of our younger members, the Museum was again represented at the annual Australia Day CARnival in Macquarie Street. This year our Matador recovery vehicle joined the 1950 Bedford tower wagon at the corner of Bent and Macquarie Streets, which is at the centre of the CARnival vintage car displays that start in Hyde Park and stretch down Macquarie Street to the Bridge Street corner.

The two vehicles arrived in the city before 8:30am. Both were adorned with large Australian flags, including a very large flag flying from the extended tower on the Bedford. Our enthusiastic young 'conductor' Sebastian Critchley once again proved to be a popular subject for photographs, particularly with the ladies, and he collected some donations, although the wet weather meant that crowds were down this year and donations were fewer.

Plenty of flyers were handed out which we hope will turn into entries at the museum gate in the near future. Around 3:30pm and with the weather closing in, the trucks were turned for home and they arrived at Loftus without incident just over an hour later to complete a successful day.

*Melbourne cable grip car 322 was moved for the day from the workshop into the display hall and is seen here crossing the traverser.* Martin Pinches







*This view shows nine trams, including immobile 1933, just visible. Operable cars are R 1740. R1 1971, O 805+1111, C 290+29, J 675 and Y1 611 – the latter also just visible.*

Dale Budd

*C class cars 29 (1898) and 290 (1896) head into the Royal National Park during the Vintage Tramway Festival on 22 February.* Martin Pinches



*Starter David Critchley completes the paperwork as O cars 1111 and 805 depart for the Royal National Park.*

Martin Pinches



*Melbourne Y1 611 is towed slowly down the ramp from Australian Train Movers' trailer by overhead line car 99u (out of sight at right) on to museum rails. Martin Pinches*



### Arrival of Y1 611 and 11W

On Saturday 31 January, the unloading ramp supported by sleeper pigsties was set up on the eastern track just clear of the Pitt Street crossover. This saved the cost of hiring a crane for the pending unloading of Melbourne Y1 611 and scrubber 11W (formerly Sydney K 797 and later 139s).

No. 611 arrived from Mario Mencigar's western Sydney property on the following Monday afternoon and spent the night on the low loader trailer in Tramway Avenue. On the Tuesday morning Mario's prime mover backed the trailer up to the ramp to unload. Once on the track the tram was driven to the depot yard.

Mario then set off back to his property to load scrubber

11W. The car reached Loftus at 4:20pm, was unloaded and was driven to the front position on Road 14 in the top shed.

### Track and associated work

This year our trackwork team has concentrated on replacing life expired timber sleepers between the first curve and TAFE crossing. Over 50 have been replaced to the crossing and a further 10 north of the crossing in an area with poor drainage. We have now used up our stockpile of new treated timber sleepers.

Several other trackwork items are worthy of reporting. Two track drains have been fabricated from old rails so they will be available for use when required. Enquiries are in progress to try to source replacement lids for various

*The same operation was carried out when Melbourne scrubber 11W arrived in the afternoon.*

Robert Merchant



inspection boxes with missing lids. And some Melbourne pointwork, removed from near Luna Park at St Kilda several years ago and stored at Bendigo, has been delivered and unloaded at our north terminus storage area.

### Overhead work

The overhead at the scissors crossover has been adjusted and the reliability of this section of overhead has been improved. Any work on this section of overhead is only temporary as the whole scissors overhead will shortly be re-done to include the new Melbourne frog pans purchased recently. This will allow pantographs and skid trolley poles to negotiate the crossover.

The new side arm brackets for the three replacement poles on the Sutherland line were installed during March and April. Work is currently under way on manufacture of fittings and spans, etc., to install additional pull-offs between the poles on the sharp curve near No. 2 (National Park) substation.

The number of dewirements on our overhead network has significantly reduced recently. As a result of traffic

*Greg Sutherland assists Geoff Spaulding with installing new windows in P 1729.*

Martin Pinches



*A rest area has been provided next to our kiosk with brick paving replacing the bare earth. A suitable awning has still to be erected.*

Martin Pinches

staff reporting any dewirements, no matter how small, the overhead department is able to identify any problem which may need attention. The dewirements are reported on the daily Starter's Journal which is regularly reviewed by the overhead department. The patience and cooperation of the traffic staff is very much appreciated.

### Tramcar news

In the workshop the roof has been refitted to Melbourne cable tram grip car 322 after the fitting of glass to the clerestory windows and completion of roof canvassing. The scrollwork support brackets have been installed where the roof joins the roof support posts. Current work involves narrowing and fitting the platform seats.

Ballarat 37 has had its refurbished controllers re-installed and traction wiring is in progress.

Work is continuing on C 37, and some of the windows in Sydney P 1729 have been re-installed, which is an extremely time consuming exercise due to all matter of obstacles and broken glass in the window tracks. Replacement of broken springs on a number of the window tongs was also required. Fortunately, a number of unused spring tops of the correct dimension were located at the back of road 1, which were used as replacements. Work is progressing well on the new trucks being manufactured for P 1729 and PR1 1573 by the Tramway Historical Society in Christchurch.

Work is also in progress to sort out cross feed problems with the air-operated doors on Melbourne Y1 611.

Melbourne cable trailer 589 has been retrieved from the old site. It was placed in the new south shed on 11 April.

# BENDIGO

## BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

[www.bendigotramways.com](http://www.bendigotramways.com)

### From Bendigo Tramways

#### Anzac Centenary Tram

Thanks to funding from the Australian Government's Anzac Centenary Local Grants Program, we are in the process of completely refurbishing tram No. 45 (ex No. 18) into the Anzac Centenary Tram. Tram No. 45 went into service in Melbourne in 1914 and was used by Melbourne's service men and women who were heading off to assist in the war effort. Once it is complete, passengers on this tram will be able to hear about wartime Bendigo, with local stories of bravery, resilience and courage in the face of adversity.

The Anzac Centenary Tram is scheduled to be officially launched on Wednesday 22 April, before taking part in Bendigo's 100 years of Anzac Commemorations on 25 April. From 26 April onwards, the Anzac Centenary Tram will run at 10:00am daily, departing from Central Deborah Gold Mine. This one hour service will be included within the cost of the two-day Vintage 'Talking' Tram Tour ticket and Bendigo Tramways members will be able to enjoy the service free of charge. This will be a fantastic tram of which we can all be very proud.

#### Strategic plan

In 2014 The Bendigo Trust, City of Greater Bendigo and Regional Development Victoria commissioned Urban Enterprise and Cardno to carry out a study on

the future direction of the Bendigo Tramways. The study is available for community comment and we encourage all those with an interest in the Bendigo Tramways to read the executive summary and complete the survey, including their comments and suggestions, both of which can be provided through our website. The survey should only take about five minutes to complete, and the feedback received will be used to inform the preparation of a final report. All responses are anonymous and therefore confidential.

#### Two special events

Bendigo Tramways has been in the spotlight of late. On 20 February Bendigo Tramways was featured alongside the Golden Dragon Museum in Channel 10's hit program *The Living Room*. Resident Chef, Miguel Maestre, produced a cooking segment in Bendigo to celebrate Chinese New Year. On 10 March Channel 9's popular breakfast TV program, *The Today Show*, was broadcast live from Bendigo. The Blues and Root's tram appeared on the program as part of a 'Best of Bendigo' feature.

We recently had some very special visitors take a tram ride. As part of their training to become Autism Assistance Dogs, some beautiful Righteous Pups Australia trainees took a tram trip with students from Girton who were working with them. All of the students, both two legged and four legged, did a fantastic job. We would like to thank Righteous Pups for letting us be part of their training.

*Staff and families aboard tram 17 before the Easter Torchlight Parade.* Bendigo Tramways







*Melbourne Y1 611 leaves Bendigo Depot for the last time, bound for the Gasworks and loading for the journey to Sydney on 30 January 2015.*

Simon Perrin

Opposite:

*The Righteous Pups and Girton students after their tram tour.*

Bendigo Tramways

*New timberwork on the cab of 2050.* Bendigo Tramways

## Easter report

Another great Easter has passed. The weather was magnificent and passenger figures were slightly up on last year. Further, we experienced no tram defects. Trams 25, 17 and 44 ran most of the service with 880 and 918 running as shuttle trams for the Easter Sunday Gala Parade.

Trams 17, 880, 808 and 610 took part in the Easter Torchlight Parade this year and looked fantastic with pop-up lanterns adorning their interiors. Thanks to everyone who helped over Easter and gave up their time to be part of the Parade.

## Workshop activities

We are currently in the midst of the busiest period in the tramways workshop ever:

- Melbourne Y1 class No. 611 has left our premises for Sydney. It looked great going out and is a credit to our organisation. This project has taken over 18 months to complete and will ensure that No. 611 will be able to run on the Sydney tracks without major problems for the next 20 or more years. The job has been very professional in its execution and we will be able to look back on this restoration with pride.
- Tram No. 45, the Anzac Centenary Tram, was completed by 22 April. The tram had its original B23 controllers reinstated; longitudinal seating and refurbished bulkheads have been installed; and its sound system has been refurbished. The tram was stripped back ready for painting in its original PMTT colour scheme, overlaid with Anzac Centenary signage.
- Tram 957: is 95 per cent complete and in the final stages of its transformation to a W8 class. Its final



coats of paint will be applied shortly.

- Tram 2050: work on this tram will increase in May after trams 45 and 957 have been completed. Detailed craftsmanship is evident in the construction of the new drivers cab.
- Tram 1010: work on the frame is progressing, with documentation and planning in progress.
- Tram 7: volunteers are refurbishing and repairing doors, windows and fittings.



## FERNY GROVE

### BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

[www.brisbanetramwaymuseum.org](http://www.brisbanetramwaymuseum.org)

From Peter Hyde

We had evening operations on Monday 13 April to mark the anniversary of the closure of the Brisbane tramway system in 1969. By 8:00pm we had a standing load on Phoenix car 554, the car which made the official last run. Cars 47, 65, 99, 341 and 429 also saw service during the evening.

Otherwise, activity at Ferny Grove has been relatively routine of late with restoration continuing on Dreadnought 136, FM 400 and trolleybus 34, plus the inevitable major lawn mowing that is required in Brisbane in summer.

A major clean-up operation is in progress in the open storage area behind the store building. The final remains

of former Dreadnought open display tram No. 140, damaged by fire a few years ago, have been disposed of, together with much other unwanted material. This has led to a major re appraisal of items held as parts for potential future projects. The collapse of shelving some years ago as a result of termite and storm damage has created a mound of inaccessible items, about which little is known. Will the museum ever need 14 complete FM wooden seats? Is it necessary to keep all of the Forest City signal lights and controllers ever used in Brisbane? Accordingly in the near future many items will be offered to other museums through COTMA, and some others to private collectors.

A tender has been accepted for the supply and erection of timber span poles to enable overhead to be installed on the workshops access track.

*Work on the restoration of the Valley Signal Cabin is nearing completion. The viewing deck will enable visitors to see inside the cabin.*

Peter Hyde







*It is 7:35pm and Baby Dreadnought 99 is ready to depart. Ten Bench 65 awaits its turn in the background.*

Ken Smith



*FM car 429 in the depot yard already has a good crowd aboard. Phoenix 554 and Baby Dreadnought 99 can be seen in the background.*

Ken Smith



*Youngsters in the foreground excitedly await the departure of car 65.*

Ken Smith



*The interior of Dreadnought 136 showing the recently installed blinds and other fittings.*

Peter Hyde



## WHITEMAN PARK

**PERTH ELECTRIC TRAMWAY SOCIETY (INC)**

PO Box 257, Mount Lawley, Western Australia 6929

[www.pets.org.au](http://www.pets.org.au)

From Michael Stukely

### **Traffic operations and service cars**

Services ran on seven days per week throughout the summer school holidays where possible, with a good overall result. Several days were lost in December and January due to high fire danger, in addition to the one-week suspension of all rail operations in Whiteman Park pending investigations by the authorities following the wildfire on 14 December. (The fire did not affect the tramway directly).

W7 1017 was the main service car in December and January, with W2 329 and 441 each contributing a total of eight days of running.

The Park experienced a very intense series of thunderstorms on the night of 4 February, resulting in at least one direct lightning strike to the tramway overhead in the Village Mall. Several porcelain insulators supporting the running wire on the bracket-arms on the steel poles (and even on one timber pole, surprisingly) were badly damaged, virtually exploding as the charge hit. All tram services then had to be suspended for

several weeks while repairs and tests were carried out, with full replacement of the damaged insulator sets being required. It seemed that in each of these weeks, the Wednesday (our regular work day) was by far the hottest day, leading to very unpleasant working conditions for our members. In addition, two steel traction poles were installed during this period (at Village Junction terminus and near the Tractor Museum) to replace timber poles in poor condition. The system was thoroughly tested electrically and services were able to resume in March.

### **Works vehicles and facilities**

The installation of the work platform mounted above the roof of W7 1023 for overhead line maintenance has been completed. At this stage, 1023 is not able to run under power but two operational trials of the work platform have been carried out by towing 1023 to and from the work sites. At the east end of the Triangle, the truncated running wire was tied off and pulled up to operating height, while at Farmgate Curve a misaligned trolley-wire supporting ear was adjusted. Excellent results were achieved and, based upon the trials, a Special Operational Instruction for 1023 will be developed. Initially, 1023 will be towed to and from



*Preparing to re-cover W2 368 with new tarpaulins on 8 October, with Jack Kendall at right.*

Lindsay Richardson

work sites as required, but it is planned to make it fully operational later, and with more equipment to be added.

The Mercedes-Benz tray-top truck is running well, but the planned transfer of our cherry-picker to its tray on 4 February had to be cancelled due to a total fire ban being imposed for that day. The rear steel sheet backing has been repainted to inhibit rust, and this has also made a great improvement to its appearance; the cab is now also to be repainted.

The brick-walled compound (next to our per-way shed), recently vacated by Western Power following the upgrade of the power supply to the general workshops precinct, has been approved for our use by Park Management. It will be used for the storage of our overhead fittings and materials.

New lifting brackets to suit the W series trams have been fabricated by an engineering firm for our body-lifting hoists in the Noel Blackmore Tram Service Centre.

### General

New procedures are being developed for locking off the power supply to the overhead system. New switch units will be obtained for the Oketon Geddes Carbarn, the pit road, and the future new carbarn. The carbarn traction power supply warning lights are to be upgraded by replacement with LED lamps to provide longer-lasting and more economical operation. These will also be installed in the Noel Blackmore Tram Service Centre, and in the new carbarn.

New wheels and axles are being ordered for our Melbourne trams, as we have reached the stage where



*W2 368 after being re-covered with new tarpaulins on 8 October. It was then moved back to the rear of the pit road, beside the W.P. Pennenburg Workshop (at right).*

Lindsay Richardson

*After clearance of trees and scrub from the site of the new car barn there were three large heaps of vegetation awaiting burning, as seen here on 30 August 2014.*

Lindsay Richardson



*Noel Blackmore inspecting lightning-damaged overhead insulators from the work-platform on the Mercedes truck in the Village Mall on 11 February.*

Lindsay Richardson

*On the final Wednesday workday for 2014 on 17 December, members enjoy a Christmas lunch with drinks (soft) in the Members' Room.*

Lindsay Richardson



almost all our spare serviceable wheel sets are now in use. Several otherwise fully-operational W series trams are currently out of service due to the extent of wear on their wheels.

W2 368 and SW2 426 (both stored outside in the rear compound) were fully re-covered with new tarpaulins by a six-member team in October.

A new front entry sign with steel supports has been fabricated for our site access off Workshops Road. It was installed with substantial concrete bases on 28 January. This replaces the earlier timber sign which had been destroyed by vandals.

The lifting jacks that had been stored, not commissioned, for many years in the rear compound have been transferred to the Wheatbelt Heritage Rail group.





*After the Christmas lunch on 17 December, members rode a tram to inspect the recently-erected terminal poles (visible behind the group) and overhead tie-off on the truncated Lord Street Branch. Nearest the camera are Fraser Douglas (left) and Pat Ward.*

Lindsay Richardson

# BALLARAT

## BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

[www.btm.org.au](http://www.btm.org.au)

From Dave Macartney and Warren Doubleday

### Tram operations

On Sunday 25 January, the first day of the Australia Day weekend, the horse tram operated in Wendouree Parade. Horses Hank and Noah pulled the tramcar between the Gardens Loop and St Aidans Drive. Passenger numbers were good, with 207 people being carried on the horse tram. The electric tram operated as well, with 496 journeys being made in all. We plan to operate the horse tram on the Australia Day weekend instead of during May in the future as it avoids the poor weather that often occurs later in the year.

The annual Begonia Festival took place over the March long weekend: as in previous years the museum provided a free service on the three days, financed by a lump sum from the City Council. This year all the festival attractions were concentrated within the boundaries of the Gardens rather than being spread over the entire parkland area as had occurred previously. The Gardens were closed to the public during the week before the Festival when the various exhibitors set up their displays. On the long weekend the gates opened

at 10:00am and closed at 5:00pm. The concentration of people and exhibits was more intense than in previous years, but the Gardens themselves seemed to stand up to the crush of humanity with few signs of stress.

It was not known how these arrangements would affect the tramway, as the main Gardens area only parallels the tram line for about half its length. However, in perfect autumn weather, the crowds were keen to travel, with 1634 passengers on the Saturday, 3748 on the Sunday and 2844 on the Monday - a total of 8226, the best for ten years. With proper preparation the trams behaved themselves, the only problems being a broken bell cord on No. 27 and a blocked sander on No. 661, both quickly rectified.

Another busy week followed soon after, with a charter on Wednesday 18 March, three more on the following day, two weddings on the Saturday and a kids party on the Sunday - all good revenue.

*Tram soccer: the tram kicks a goal by getting the ball through the door! The objects were being prepared on 9 March for the Begonia Festival parade. The front of 939 minus its apron can be seen on No. 5 road.*

Peter Waugh



*Lego Begonia: Museum driver Roger Gosney photographs the giant Begonia made from Lego blocks.*

Peter Waugh

*Two traction engines from Lake Goldsmith make their way southwards in Wendouree Parade on 9 March while tram No. 661 descends the hill through the new road deviation.*

Peter Waugh







*A busy scene at Gardens loop with four trams carrying standing loads on 8 March.*

Peter Winspur

Publicity during the summer running season is always good. During the January slow news season, *The Courier*, Ballarat's local newspaper, picked up on the story and a photograph that we had submitted about a turtle crossing the tracks near depot junction. The photograph published had tram 38 in the background. The depot then received a number of phone calls to say it was a tortoise not a turtle. Given that we were able to examine its underside, we were right in our initial description. The story published by *The Courier* had the turtle 'fleeing tram conductors' after it reportedly failed to touch on. It was welcome publicity!

### At the depot

The cab on the No. 2 end of former Melbourne restaurant tram No. 939 has been removed as it was found to be in

poor condition following successful clearance and brake testing in Wendouree Parade on 28 January. A spare cab from No. 908 is being prepared for installation. The roof of 939 is currently being painted, and the adhesive lettering on the sides of the tram is being removed. A Tuesday work group has been established to help this project gain and maintain momentum.

Around the depot, the king points on the depot fan malfunctioned on 17 February, and required several days' work and some specialist welding before the track could be used as normal.

A new flat screen TV has been installed in the display area, replacing the one used since 1991. A new updated telephone/message recorder system has also been found necessary.



*No.14 wore an extensive collection of aprons on Saturday 7 April, advertising the Ballarat Apron Festival on 9-10 May 2015.*



*Reversing the horse tram at St Aidans Drive on 25 February. Paul Mong carries the swingle bars and harnesses while horse driver Matt Thompson handles the reins.* Peter Winspur



## BYLANDS

### TRAMWAY MUSEUM SOCIETY OF VICTORIA

37 Piccadilly Crescent, Keysborough, Victoria 3173

[www.tramwaymuseum.org.au](http://www.tramwaymuseum.org.au)

#### From Graham Jordan

Unfortunately there has been little news from Bylands reported in Trolley Wire in recent times. Regardless of the reasons it is time to inform readers of the Tramway Museum Society of Victoria's current situation.

In June last year a number of members, including honorary life members, petitioned the Board to convene a Special General Meeting to address a range of concerns. The meeting was held on 30 August 2014 where members had the opportunity to question the Board. At its conclusion, a motion of understanding proposing more openness and better communication was passed unanimously.

The Special General Meeting was followed by the Annual General Meeting, which saw only two changes to the Board, with Paul Constantinidis and Graham Jordan being elected to fill casual vacancies. Following the Annual General Meeting the Board's membership is:

Chairman	John Rawnsley
Deputy Chairman	John Whiting
Board members	Andrew Neal

Noel Adams  
Ian Crane  
Paul Constantinidis  
John Perrett  
Graham Jordan

Andrew Neal has been assisting the Society in the preparation of its accreditation documentation that was submitted to Transport Safety Victoria in September 2014. Andrew also prepared a timetable for completion of several target projects in conjunction with the application process. However, to date these have not been achieved.

At the February 2015 Board meeting, the Chairman and Deputy Chairman tendered their resignations from the Board, along with Board members Andrew Neal and Ian Crane. The Board decided to call another Special General Meeting to consult members on the composition of the Board and any other issues that warranted further discussion concerning the future direction of the Society. That meeting was held on 21 March.

At that meeting nominations were called from the floor and several nominations were received. Upon their election, a number of long-standing and experienced



*Cable grip car 436 and trailer 290 on display in the Exhibition shed at Bylands. These two cars were the first in tramway preservation, being privately obtained by the late Alf Twentyman in 1935.*

William Fedor

members returned to the Board after many years absence. These were Tony Sell, Andrew Hall, William Fedor and Geoffrey Dean. Their election has created a much more balanced management team - one that has a big job ahead of it, to start again to rebuild the organisation and reverse the decline of recent years. In the coming months there will be many changes as well as more active participation and more activities at Bylands.

Several targets have been set. These include placing W3 667 under cover after over five years outside since its return from Melbourne where it appeared in the mini-series 'The Pacific'. It is also planned to return

the visitors' entrance area to its original location in the kiosk building. Security of the site is being reviewed following several apparent thefts in recent times. The current web page has not been updated for several years; this will be addressed as will the similarly out of date Facebook page.

The next stage is to increase visitor numbers by restoring public confidence and, ultimately, our accreditation to run trams.

The Board is concerned that the restorations of three trams, X2 680, Q 199 and U 205, remain unfinished



*The current visitor entrance in the Exhibition Shed. This is being relocated to a more user-friendly location, back to its original spot in the refurbished kiosk building.*

John Walker

*After being in the spotlight in its starring role in *The Pacific*, W3 667 has not seen much comfort since its return to Bylands in 2010. The tram has been exposed to the elements for the last five years. The priority is to now place this tram under cover at the earliest possible time.*

Michael Fedor.



after many years. This will be addressed in due course in consultation with other interested parties including the Men's Shed.

A recent inspection and audit at Bylands by the new management team has found that a large amount of rubbish and scrap material had been deposited in the northern paddock by the Men's Shed. They were immediately notified to remove this from site, and this is currently under way.

It was also noted that during the severe storms late last year, several skylights in the No. 2 tram shed and the cable tram shed were either badly damaged or totally destroyed, and had been left unrepaired. These

have been repaired as a matter of urgency.

The main depot doors of the No. 2 tram shed have been opened for the first time in many years. Due to inactivity, several hinges had become 'frozen', but with a ladder and a few drops of oil, all is well again. A start has been made cleaning the trams of several years dirt, dust, mould and bird droppings.

Over the last few years a number of bogies and wheelsets have been moved from the storage area and placed in other locations such as the depot junction, pit access track and the Exhibition Shed fan for display purposes. The question 'why' comes to mind. A crane will shortly be arranged to relocate these back to the storage area.



*For the first time in many years, the depot doors of No. 2 shed are open, allowing the shed to air and the trams to be seen in sunlight again. Sunday 29 March 2015.*

Michael Fedor



Five years ago the museum registered a trading name of the 'Melbourne Tramway Museum'. At the time there was some disquiet amongst the members regarding the use of that name which replaced the previous unregistered operating name of the Bylands Tramway Heritage Centre. At the recent Special General Meeting, members made it clear that the 'Melbourne' name was more appropriate for the museum at Hawthorn, not Bylands, and that the name

should be made available to Hawthorn. Enquiries with the Australian Securities and Investments Commission (ASIC) revealed that the registration for the name lapsed several years ago, and that the museum had continued to trade under the unregistered business name. The name has now been deleted by ASIC. The Board has approved the restoration of our operating name of the Bylands Tramway Heritage Centre, and this will be registered as our new business name.

## ST KILDA

### AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

[www.trammuseumadelaide.com.au](http://www.trammuseumadelaide.com.au)

From Colin Seymour and Kym Smith

#### Tram restoration and maintenance

Work has progressed on the 'Bib and Bub' set. Car 14 has now had the recently applied body panels and driving cabin frame given a coat of paint. On 1 March the set was driven out of the body shop for examination of the paintwork in the sun. A run was made down to the town and back.

The air compressor on W7 1013 ceased operating on Australia Day. An examination determined that one of the brushes had worn down. Contact was made with Tony Smith at the MTPA at Haddon for replacement brushes which were subsequently sent to St Kilda and installed on 27 February. A trial trip was made to put the compressor through its paces afterwards and 1013 has now been made available once again for service.

#### Site Maintenance

The ongoing task of maintaining the Museum site continues, with a clean-up of the rear of the site resulting in a much tidier appearance.

In other developments, repainting of privately owned H car 365 has commenced in earnest.

#### Website and Facebook

William Adams and Julie Lench have been working on a new website [www.trammuseumadelaide.com](http://www.trammuseumadelaide.com) to replace the outdated site. Weekly updates have also been made on the Facebook page [www.facebook.com/trammuseumstkilda](http://www.facebook.com/trammuseumstkilda)



*Jack Pennack working on the body of A type tram 14 on 29 January 2015. In the preceding few weeks, beading on the new body panels had been added on both sides of 14's saloon while a base coat of paint had also been applied.*

William Adams



*Before operations commenced on 1 March, 'Bib and Bub' set 15 and freshly painted 14, seen here on Road 2 of the depot fan, were taken for a trial run.*

William Adams



*This photo taken on 29 January shows both 15 (closest) and 14 (rear).*

William Adams



*A view of 'Bib and Bub' set 15 (front) and 14 on the lakeside track.*

Arnold Krueger

# HADDON

## MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

[www.mtpa.com.au](http://www.mtpa.com.au)

From Anthony Smith

### New shed

With the completion of the doors of the new shed at the end of December, work started on preparations for the movement of W2 357 into this building. As there is currently no overhead in place, a wandering lead was made up to allow trams to be moved in and out of the building on a restricted basis pending installation of permanent trolley wire. On 10 January, 357 was removed from No.1 road within the workshops and placed into the shed. We are also using this building on a temporary basis to store parts removed from W5 792 as it is stripped down for restoration. Planning has also commenced on further developing the interior for use as display area and the provision of light and power.

### Restoration of W5 792

On Saturday 10 January, W2 357 was used to tow 792 from its outside storage on No.2 road and place it into the workshops. With 792 now under cover and the tarpaulins removed restoration work has commenced.

An immediate start was made on detaching all the roof fittings followed by the removal of the canvas. In the final years of this tram's service in Melbourne

the entire roof had been sprayed with a plastic based sealant due to leaks, as the canvas roof covering had reached the end of its life. With the plan to withdraw all unmodified W5 cars this enabled the tram to continue in service. Whilst this plastic coating had the desired effect in the short term it has completely rotted the canvas in the intervening years when the tram was in storage. As a result we were able to easily remove the canvas. The overall condition of the roof



*Anthony Smith removing the wiring cap from the roof of 792.*  
Daniel Edwards



*The first tram to enter the new shed, W2 357 is still attached to the wandering lead.*

Anthony Smith



*W2 357 prepares to tow W5 792 into the workshop.*

Jacqui Smith



*W5 792 is being propelled into the workshop building.*

Jacqui Smith



*An interior view from the saloon area as 792 undergoes dismantling for restoration*

Jacqui Smith



*Anthony Smith dismantles the rotted front fascia of 792.*  
Jacqui Smith



*Daniel Edwards removes an interior saloon wall lining.*  
Anthony Smith



*Anthony Smith dismantles the rotted front fascia of 792.*  
Jacqui Smith



*Daniel Edwards is removing malthoid from the floor.*  
Anthony Smith

timber work is remarkably good, although both front destination fascias will require rebuilding due to rot.

There will also be a small number of roof boards to replace with the remaining boards requiring new screws to ensure they remain securely fastened to the roof ribs. At this stage we are proposing to fibreglass the roof, the practice employed by the former Public Transport Corporation of Victoria in later years. This is also the method being used at present by Yarra Trams and Bendigo Tramways in the W8 class upgrade project.

Work is under way on dismantling the interior of the car with all ceiling cover panels and cover strips, seats and wall panelling removed. We are currently removing the malthoid covering from both the saloon and drop-centre floors. This is proving to be a time consuming job. Although it was possible to lift the malthoid floor covering with relative ease, we then found that the boards were coated in a thick layer of pitch. This pitch is proving to be remarkably difficult to remove although it has done its job in protecting the floorboards from rot. Only minor repairs will be needed to restore the floors.



*The completed back fill of the retaining wall. Anthony Smith*



A detailed inspection of the electrical and pneumatic equipment has been conducted and, as anticipated, the car will require total rewiring and new air piping. We are currently in the process of calculating our cable requirements so this material can be obtained. We are also removing equipment from store such as controllers, line breaker, compressor governor and switches for refurbishment as time permits. Once all the dismantling and preparation works are complete our attention will focus initially on repairs to the roof structure, saloon side panels and flooring to stabilise the tram.

### **New retaining wall**

During March the backfilling of the retaining wall along the south side of mainline was finally completed. To ensure there will be no drainage problems in the future, large diameter crushed rock was used to act as

a filter system with only the top surface layer topped in fine blue metal to provide a good walking surface.

### **Overhead work**

During March further work was carried out on the north-west and south-west curve to improve the alignment and tension of the trolley wire. A number of support spans were adjusted and tensioned with some hangers also repositioned. The opportunity was taken to replace a number of old trolley ears and hangers at the same time. This work was undertaken by Kym Smith. This has now completed all the work in tidying up the overhead in this area to allow regular tram operations to commence. As previously reported it is our long-term plan to rebuild the support span network over both of these curves to overcome deficiencies in the current design. There is also the provision of trolley wire into the new shed to be undertaken.

*Kym Smith uses the tower wagon to adjust the overhead on the south-west curve.*

Anthony Smith







*The Australian Electric Transport Museum's 'Bib and Bub' set 14 & 15 on the lakeside track at St Kilda during a test run on 1 March 2015.*

William Adams



*At 2:37pm on Saturday 13 March 1965, the Hon. P. D. Hills MLA, Deputy Premier of NSW and Minister for Highways and Local Government, drove museum car L/P 154 through a ribbon stretched across the terminal track in the depot yard at Loftus. This event, witnessed by almost 1,400 visitors, marked the opening of passenger operation with electric trams at the Sydney Tramway Museum.*

Peter Sage